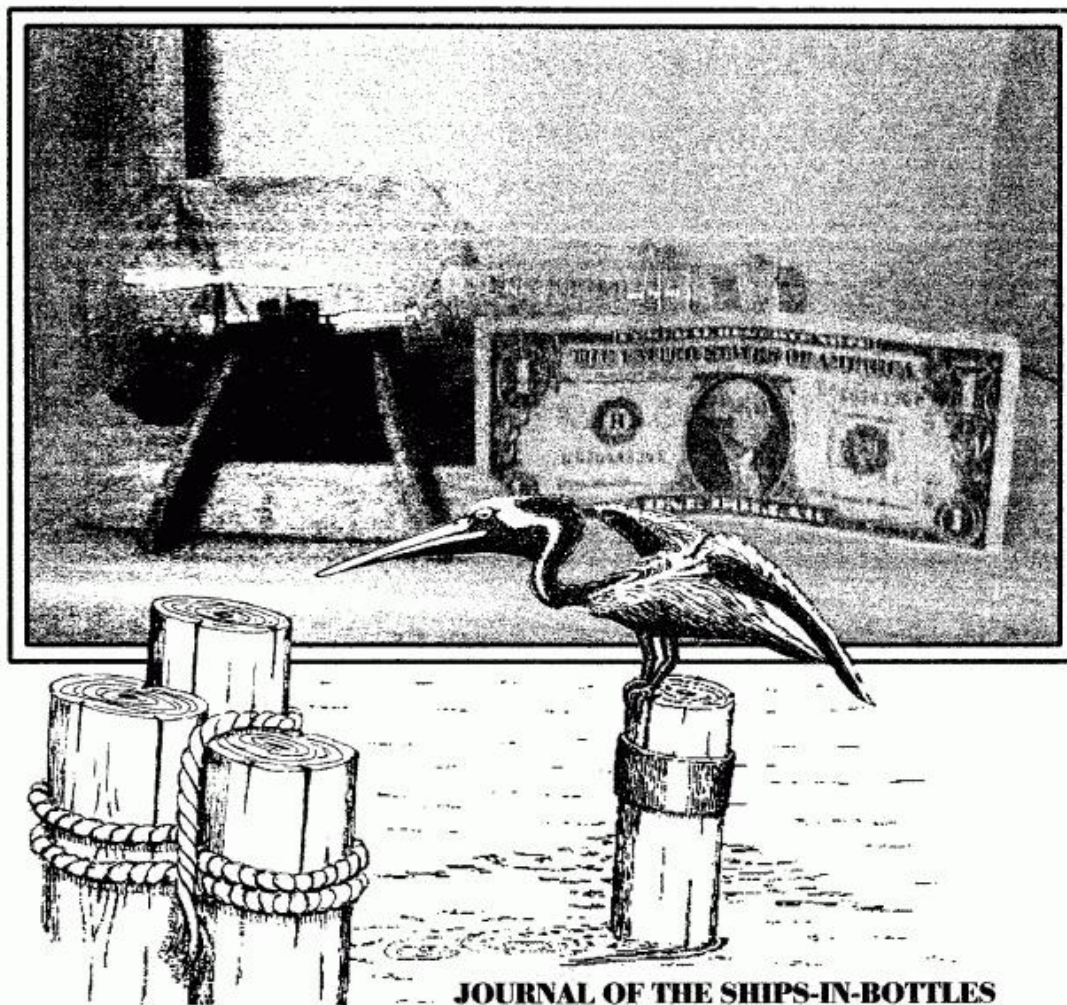


2007-3



THIS MODEL OF THE NAVY TUGBOAT NIPMUC WAS DONE BY GENE CONLON, FROM MASSACHUSETTS. GENE SPENT 4 YEARS ON THIS TUGBOAT WHILE SERVING IN THE U.S. NAVY. ARTWORK ON THIS PAGE WAS CONTRIBUTED BY HIS FRIEND, RUSS PARMERTER, A NEW MEMBER OF THE SIBAA.



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**JOURNAL OF THE SHIPS-IN-BOTTLES
ASSOCIATION OF AMERICA INC.**

The Bottle Shipwright

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The Bottle Shipwright

Volume -25.

Number -3.

ON THE COVER - Navy Tug NIPMUC.
by. Gene Conlon.

BACK COVER - Cartoon's from
some of the members.

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Dear members - Last magazine you received TWO small inserts.

One was the UNCLE SAM WANTS YOU poster and the other a Theo tugboat that was supposed to be included with THIS issue. Mixup in communications there. This issue has somewhat of a tugboat theme. The cover artwork was done by a new member, Russ Parmenter. He happens to be a friend of Gene Conlon - whose ship work is also featured on the cover. This quarter has been such a busy one! Since the beginning of the year I have been working on SIB demo projects to take to Plymouth, Massachusetts for special days they were having there in July for the 50th Anniversary of the Mayflower II. I was invited to do SIB demos at Plimoth Plantation. Demos are still fairly new to me. I had done them the first time officially at Mystic Seaport last year with Ralph Preston. Before that only informally for actors on the set of The Good Shepherd. I needed better demo tools and displays so spent MONTHS putting these together. I had Jerry Ross, who lived in MA nearby, help me with demos dockside. Several SIBAA members also stopped in, so it turned out to be a mini convention for one day - quite fun! The days in Plymouth were great and Buck and I even got to ride the members' boat following the Mayflower II on a rare sail into Cape Cod harbor. What an experience that was! Made it worth all the effort getting ready! I'm now rushing to finish up the final pages of this magazine. Had started several pages earlier thankfully. If you don't see your material in this issue - keep watching in future editions.

Terry

Send Material for the Editor to----
5075 Freeport Drive, Spring Hill, Fl., 34606.
E-Mail-btlshprt @ innet.com.

Ray Handwerker



I'm Back, And first the good news, Duncan Gray, President of the European Association, is out of the hospital and recovering slowly at home. Good to hear from him, and I'am sorry your son i'snt a great gardener, Just planted my tomatoes last week and they are doing fine. AND A BIG, THANK YOU to, Russell Rowley, Alex Cuthbert, Hugh Fyffe, Bill Sheridan, Al Campbell, Robert J. Camobell, Dr.George P. Hoskins, Donald Sample, Herb Manley Jr. and Bob Stetson for their donations to the association.And speaking of donations, we are out of ship's plans.

Now , lets refill those bottles.

WELCOME ABOARD NEW MEMBERS.

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A dangerous new virus is being distributed electronically.
It is called the Worm Overload Recreation Killer (WORK).
You can get WORK from your boss or colleagues.

Do not touch it.

The virus will wipe out your private life.

If you come into contact with WORK, there are two antidotes.

You can purchase Work Isolating Neutralizer Extract (WINE) or
Bothersome Employer Elimination Rebooter (BEER).

They're available at your local grocery store.

Take repeatedly until WORK has been completely eliminated.

Forward this warning to five friends. If you don't have five friends,
you're infected with WORK and it is controlling your life.

Circular Punch

By John Fox III

I often find the need to make many as nearly identical circular pieces for my various modeling efforts. In my search to find methods to make such items as quickly and easily as possible, I have come up with a nice way to make punches that are capable of cutting circles of various sizes out of just about any soft material.

Originally I always used nested brass tubing to make my punches. I would simply find the closest match between the tube inside diameter and the desired size of circle needed. A one to two inch piece of the tubing was then cut, and one end of the tubing sharpened by grinding against a Dremel Moto-Tool and a cutoff wheel. I grind the sharp ends of my tubing to approximately a 45 degree angle, being very careful to grind the tubing equally all the way around. I finish up sharpening the tube end using some fine emery cloth.

I then simply place the material I wish to punch circles out of on top of a hard piece of wood, place the punch over the material and hit the top of the punch lightly with a tack hammer. It takes a bit of practice with each different material and thickness in order to find just the right amount of force to hit the punch with. Too little force and it does not cut through the material, too much force and it cuts into the wood beneath, or worse yet starts to dull the cutting edge of the tubing by causing portions to fold over.

Depending on the hardness and thickness of the material being cut, only a few circles can be cut at any one time, then they must be cleared out of the punch. I use a piece of wire, or a length of drill bit shank that will fit reasonably tightly into the tubing, to push the circles out of the punch after every 3 or 4 circles have been cut. If too many circles are cut before removing from the tubing, they can clog the punch up to the point that removing the circles damages them.



Photo #1: This photo shows a variety of circle punches that I have made and used, on the far right is a piece of guitar string/wire that makes a very effective remover for the veterinary needles used for some of the punches.

The photograph above shows one of the problems with the brass tubing punches, that the end one hits with the hammer starts to mushroom inwards and outwards after some use. I clear out the inwards mushrooming of the brass by using a drill bit and pin vice.

In my never ending search for finding small tubes to make circular punches out of, I stumbled upon Veterinary needles, for injecting medication, at a local farm oriented store. These needles work

3.

terrific, they are much stronger than brass, come in a wide variety of sizes, and have a heavy end opposite the needle tip that stands up well to hammering. It takes a bit more to sharpen these punches, as they are considerably harder than brass tubing, but this also means they will punch through tougher materials and don't get dull as quickly or easily. I cut off the very tip of the needle before sharpening the end, due to their normally having an angled opening on the sharp end.

Another thing that I have found is that one can make it easier to sharpen the end of a tube by placing the tube over a short piece of very stiff wire, or a drill bit shank, that does not go all the way to the tip of the needle. One can then grasp the drill bit shank in some fashion and hold the needle tip against a spinning cutoff wheel. If one holds the tip of the needle in just the right place, and at the right angle, the spinning wheel will not only grind the needle tube, but it will spin the tube on the drill bit shank at the same time, making it easier to grind the tip evenly. One has to be very careful when sharpening a tube in this manner, if you stray into another area of the spinning cutoff wheel it is possible to "shoot" the tubing quite a distance away with considerable force.

I've cut thin construction paper with these punches, to make deadeyes for my models. I've also cut thin sheet styrene for carriage wheels, as well as for winch and capstan parts. I've even used the punches to cut 1/8" thick plastic into larger circles, which were then cut into quarters to make air scoops/ventilators.

SEAGULLS IN YOUR BOTTLE! (B. de Jongste)

If you have painted a beautiful sky in your bottle, you can embellish the background with some flying seagulls.

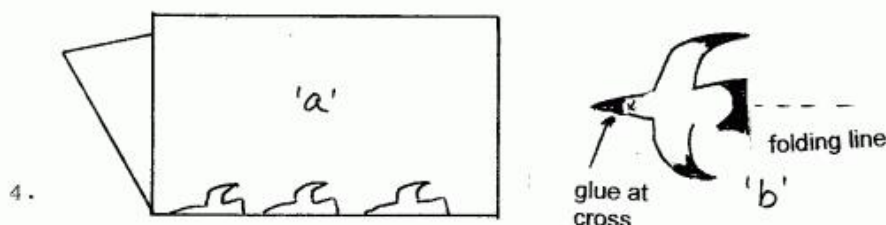
Fold a piece of white paper as shown in sketch 'a' and draw several birds of about the same size as indicated. Cut them out with a nailscissor and open them as you can see in the enlarged sketch 'b'. Colour the birds on both sides with Indian ink or similar.

Put a little bit of glue on the front of the bill. Press this part together but keep the tail open without tearing the paper. As soon as the glue is dry the birds can go into the bottle.

Put a very small drop of glue on your work-bench and put the bird with its tail into the glue. Take the bill carefully with a pair of tweezers and put the bird into the bottle. The tail of the bird will stick to the glass, but the bird may have a tendency to fall over. No problem! Turn the bottle so that the bird hangs down on its tail. Let dry!

Always put the birds into the bottle before you insert the ship. It happens sometimes that the bird falls down and it is difficult to recover the bird from behind the ship.

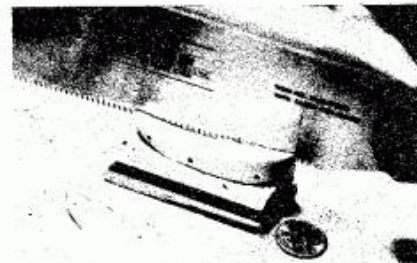
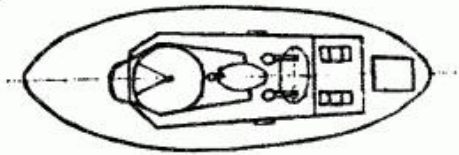
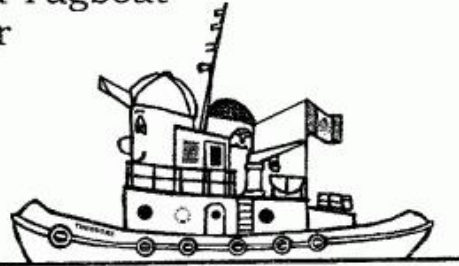
In a round bottle don't put the birds too high, but keep them near the centerline or even below.



THEODORE TOO, a Tugboat by Joe Barr

THEODORE tugboat is a popular children's television character and there are a number of videos and books on the market with THEODORE as the main character. Cochran Communications Incorporated of Halifax, Nova Scotia produced 130 episodes of the series before ceasing business operations in April 2002. The THEODORE Tugboat series aired daily for nine years in Canada and in the United States since 1997. You may have seen some of these shows- however, you may not know that there is a life-sized replica of THEODORE which sailed the waters of Canada and the United States. During the summer of 2001, the tug toured the Great Lakes and she has visited 76 cities all over eastern North America. That vessel is named THEODORE TOO. The "real" THEODORE is a model that is used in producing the television shows on a set, so the life-sized tug has "TOO" added as in "Theodore also". THEODORE TOO was constructed at Snyder's Shipyard in Nova Scotia in 1999-2000. She has a wooden hull and wooden/fiberglass superstructure. Since this vessel was built to promote the Theodore Tugboat series, she's always in pristine condition and almost always on tour. You can find all about this vessel at the following web page - <http://www.theodoretugboat.com/start/> and you can see many more in-process photos at the SIBAA website <http://www.shipsinbottles.org/>

The plans on the right were drawn from numerous photographs that I took when THEODORE TOO visited Windsor, Ontario in September 2001. Sadly, it was the week of the 9/11 terrorist attacks, so THEODORE TOO flew her flag at half mast and few families visited the vessel while she was in town. Still, the vessel looked great with her simple color scheme of black hull with a thin yellow stripe, deep maroon decks, tan cabins and mast, gray life boat and cranes, and bright red ball cap. Since crossing

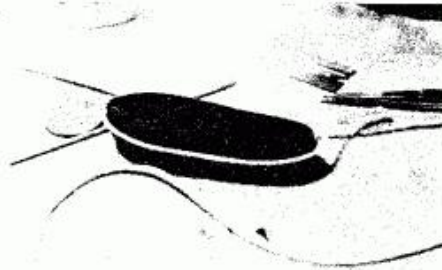


the US-Canadian border was not encouraged the week that the vessel was in town, THEODORE TOO made a special cruise close to the Detroit side of the river to let the American kids get a good look at her.

The hull of this model requires a lot of carving since there are hardly any straight lines on it. Both ends are rounded and the railing is quite high. I used a block of pine for the hull. The curve of the deck is so exaggerated that I ended up using a coping saw to carve the curve into the block of wood and then sanded it smooth. THEODORE's hull took a lot more work than I had anticipated when I started. After shaping the hull without the railing, I drilled three holes through its sides and then cut it in half lengthwise. The three holes were used to position three wooden dowels for alignment of the two halves when I reassembled the pieces in the bottle. I glued on a piece of acid free water color paper for the deck and trimmed it flush with the hull and painted it deep maroon. I made the railing out of the same thick paper and glued it on after I painted the inside tan. Where the paper met the hull, I glued on cotton twine to serve as a bumper. The entire outside of the hull is painted black except for a piece of thin yellow thread that I glued on just above the bumper.

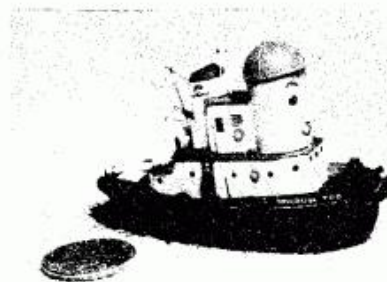
The cabins were made of scraps of wood with acid-free paper glued on to provide a good base for the acrylic paint. The maindeck cabin is where the actual vessel is steered from. The three portholes in the front are the "bridge" windows. To get the port holes painted evenly, I use the pointed end of a bamboo skewer. I dip the tip into black paint and carefully touch the tip onto the cabin. This results in nicely round portholes. The bottom of the main cabin had to be sanded as a curve so that it would sit flush with the deck of the curved hull. I drilled two holes through the main cabin into the hull and positioned little bamboo dowels on the deck of the hull to help position the main cabin when it was installed in the bottle.

The "head" of THEODORE is a wooden dowel



covered with acid free paper. The top of the head is cut at an angle so that the ball cap will fit on correctly. The nose is simply a dowel that has been rounded with sand paper and glued into a pre-drilled hole. The eyes are painted paper glued on. The ball cap is a wooden sphere cut in half. Wooden spheres are available at craft stores. I hand cut the wooden sphere in half, then glued on three pieces of thread to highlight the triangular sections of the cap. I glued this half ball onto a sheet of acid-free water-color paper and then cut around the base; this added the bill of the cap. Then I cut a small piece of paper for the "button" on top of the cap and glued it on where the threads intersected. The whole hat was painted red and the bill is rolled up a bit. The hat is simply glued on top of THEODORE's "head" after the tug is in the bottle. The cabin aft of THEODORE's head is made of wood just like the main cabin. The fore part of this second deck cabin was sanded into a concave shape so that it would fit flush with the dowel-head. I simply wrapped a piece of sand paper around a dowel and sanded the concave shape into the cabin. Both pieces, THEODORE's head and the cabin, were glued together.

The smoke stack presented its own problems. After trying various ways to form it, I ended up using a scrap piece of mahogany, cutting it to the general rectangular shape, then sanding it into an oval shape. I sanded it again to give it the proper overall shape and then cut out a right angle so that it could be glued onto the top cabin. This isn't a simple round or square stack like other vessels have. The stack is painted white with a black top. The logo for the stack can be found on the Theodore Tugboat website -- I simply hand-painted it on the stack. Using Crazy Glue, I glued on a piece of copper wire for the mast along with thinner pieces of wire for the supports. These were painted tan. I drilled a hole into the back of the stack and glued in a small piece of wire to serve as a flag pole for the hand-painted Canadian flag hung on black thread. The lifeboat is carved from a wooden dowel and the two cranes are made out of bamboo and paper. The lifeboat and cranes were glued onto the



stack so that so that the assembly could be handled as one piece when inserted into the bottle.

I was now ready for the finishing touches. I made a small hatch for the rear deck. It's a small piece of wood with acid-free paper glued on top. The tires are pieces cut from a small black tube and glued on to the hull with Crazy Glue. The ladders that go from the main deck to the second deck are made of copper wire and Crazy Glue. The life rings were made by cutting slices from a small plastic tube and then painted orange. The water tank at the rear of the stack are dowels with thread glued on them to imitate the seams and they are painted white. Finally the running lights were from small pieces of paper bent into the shape of an "L". The inside is painted black and the outside is painted tan. I cut small glass beads with a wire cutter and take the best piece to use as the "light". Remember: green for starboard (right) and red for port (left). This completed the tug.

Putting the hull into the bottle made me think long and hard, but I finally came up with a simple solution for putting the split-hull inside. I wrapped masking tape around the ends of wooden dowels and pressed the tape against the side of the hull. Then I could manipulate the hull halves inside the bottle. I added glue and pressed them together. I then taped the dowels at the mouth of the bottle so that there would be pressure against the hull halves as they dried. I let them dry over night and the masking tape came off easily and the hull was solid.

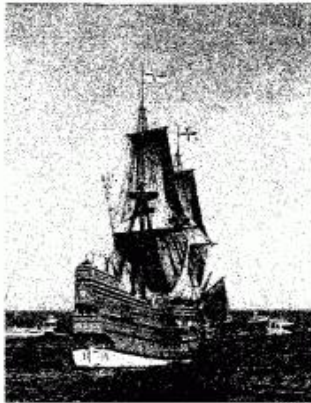
I prepared the bottle earlier. As usual, I etched my name and date and the identity of the vessel onto the bottom of the bottle. I mixed glazing putty, boiled linseed oil and oil paint for the water and added it to the bottle after swishing some rubbing alcohol around inside the bottle. The alcohol prevents the 'sea' from sticking to the glass, but the alcohol evaporates in a day or two and the 'sea' then bonds with the glass. I made two ring bill seagulls out of paper and glued them to the glass so they are flying over the tug and I also added a buoy to the scene too. After the vessel was included and everything dried, I used a hair drier to blow hot dry air into the bottle; corked it, and put sealing wax over the cork with an impression of an anchor. A Turk's head knot finished off the model.

8 •

Theodore Too pg. 4



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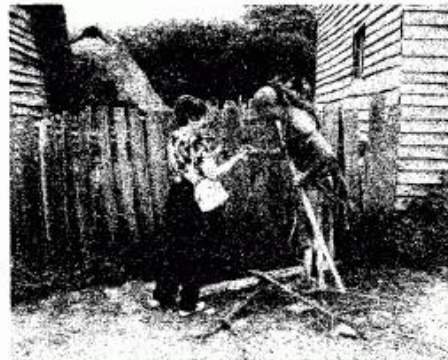


MAYFLOWER II

A WEEK IN PLYMOUTH, MASS.

Back in January this year I was asked to be part of something really special - the anniversary celebrations for the Mayflower II in Plymouth, MA. My part was to demonstrate SIBs for member days in July at Plimoth Plantation. Having only done the Mystic demos and still having limited displays and materials, I set about with preparations for the upcoming events. THIS time I wanted hands-on demonstrations - allowing kids and grown-ups alike a chance to put a ship in a bottle themselves. I also wanted a 3D display board showing the step by step process of making ships-in-bottles. The demo model had to be a tough little ship that would withstand lots of insertions even by children. I settled on a basic schooner and used some new techniques gleaned from a recent EASIB magazine that showed some super sturdy folding hinges. Just what was needed for this.

Buck and I headed to Plymouth early so we could get settled in and see the local sites. Plimoth Plantation was a SUPER place to take photos - like stepping back in time to the mid 1600's. We had fun interacting with the reenactors who had to stay in character for that time period. I even tried trading with a Wampanoag native (one of my walnut shell mini ships) but the guy kept asking me in his native tongue if it was a ship for ants (I think). It was fun trying though. Demo day was great at the Plantation with lots stopping by to try the demo ship. Several SIBAA members stopped in to say



hi too. Nice surprise! Gerald Ross, one of our SIBAA members, also did demos dockside near Mayflower II. We had a German member drive down from Maine to meet us too. One evening we got to meet Chris Cooper, an actor who lives there in Plymouth. He's been in LOTS of movies including the Bourne movies and Breech. I made sure to get a hug for my collection. On Sunday we were able to ride in the members' chase boat behind the Mayflower II on a very rare sail into Cape Cod Bay. That was the highlight of the week! The weather was ideal for sailing and the day was perfect for photos. Watching the ship being towed out and set free with a tiny armada of modern watercraft following was an experience one doesn't easily forget. Between us, Buck and I had over 500 photos. Picking the best for publication wasn't easy!



SIBAA members on hand for the SIB demos on July 20th: Gene Conlon, Dave Conrad, Gerald Ross, and Terry Butler.



One of the Plimoth Plantation Wampanoag reenactors tries his hand at putting a ship into a bottle as Terry looks on.



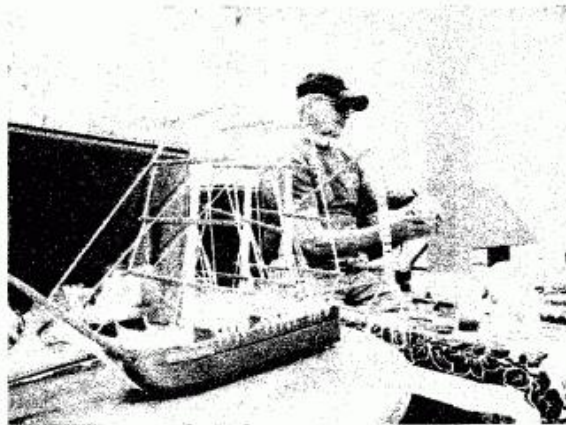
The simple "hands-on" demo schooner model that Terry made for this SIB demo day was EXTREMELY popular with young and old alike. An estimated 150 visitors tried successfully to put this ship into it's bottle throughout the day. So many smiles!



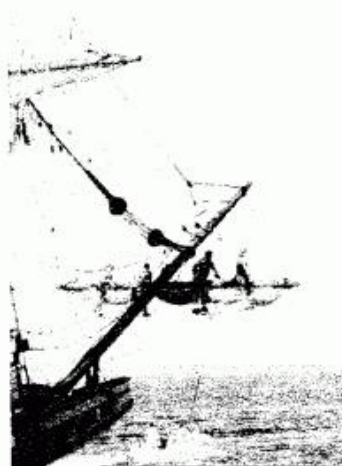
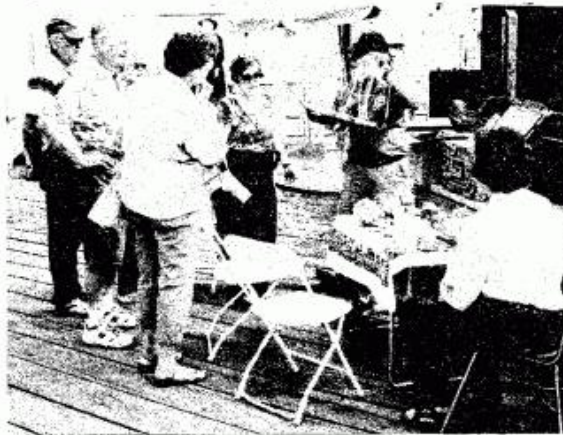
An overview of the SIB demo setup with displays to the left.



Kim Corben- Membership Director at Plimoth Plantation, takes her turn at putting a ship into a bottle near day's end.



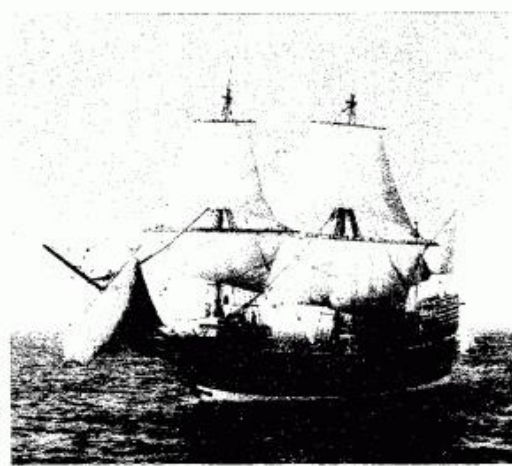
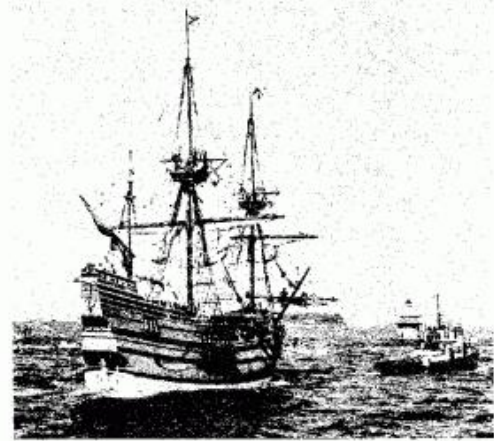
Gerald Ross doing SIB demos dockside near Mayflower II using his larger demo model. Below Terry watches the demo with others.

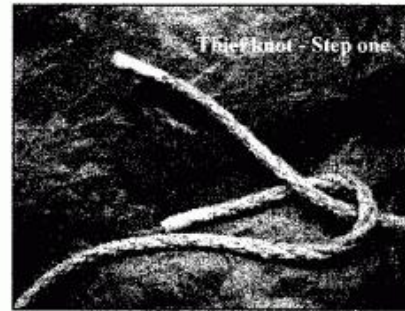
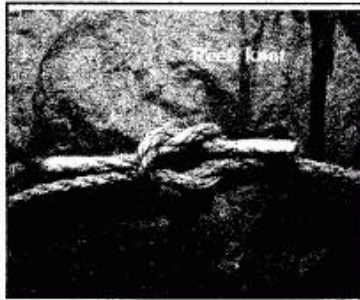


Terry and Buck Butler got the chance to ride the chase boat behind the Mayflower II on one of it's rare sails out into Cape Cod Bay. The reproduction ship was celebrating it's 50th anniversary and several original crew members who sailed it from England 50 years ago were on board for the occasion. What a beautiful sight to see!



Heinz Wlodarczak, from Germany, came to meet Terry in Plymouth. He was in the US visiting his daughter in ME.





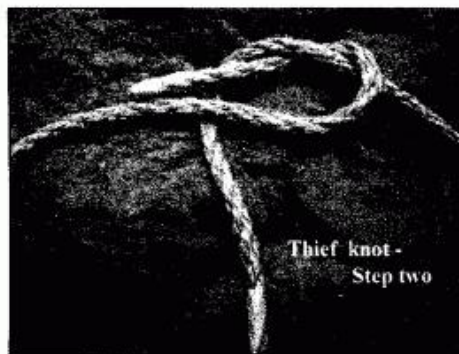
THE THIEF KNOT

by Kevin Barry

This knot was shown to us sea cadets by a great WW2 Royal Naval veteran 'Ernie Mason' from Grimsby. He explained that he and his fellow mateloes used this knot on their kit bags, so if they were on a train and had to leave their kit bag in the carriage while they went for a beer or to the toilet, they could tell at a glance if any body had been in it when they got back. I myself use this method on our suit cases with piece of black shoe lace tied to the zips (along with a padlock of course) when we go abroad as extra security against dodgy baggage handlers and if we have to leave them in a Hotel 'safe room'. You will notice that an ordinary reef knot has the two short tails on the same side, but the thief knot has them on opposite sides, and of course the thief would assume it was a reef knot and retie it as one. Well if you don't use it for this purpose you could always use it as party piece. Handing the 'reef knot' to somebody, you turn your back, ask them to either undo it or leave it and you can tell them what they have done.

Hope you can follow the photos. Good trapping.

Kev.



Medical Staffs Inside Carafes (hopefully avoiding gaffes)

A professional symbol - in a bottle - would seem a nice gift. If, that is, one gets the symbol correct. My initial plan was to bottle caduceus' for those in medical fields. Several dictionaries defined that staff of Mercury (or Hermes) as a symbol of the medical profession. It is also used on the collar insignia of the U.S. Army Medical Corps. Books I consulted on the connection proved vague. Some aspects of the symbol seemed inappropriate.

My questions were posed in a letter to the AMA (American Medical Association). Their archivist kindly replied with copies of several fascinating articles from medical journals. Those related that the caduceus was "mistakenly" adopted by the Army in 1902 and -indeed- thought to be incorrect. The proper symbol for their profession is the staff of Aesculapius (the God of Medicine mentioned in the first line of the Hippocrates Oath and incorporated in the AMA symbol.)

The staff of Aesculapius (or Greek Asklepios) is described as a staff with a single entwined serpent.

Legend is, the Physician observed a snake rejuvenate another snake by giving it a specific herb, which was also beneficial to humans.

Curiously, some specialties (Otolaryngology and Ophthalmology) prefer use of the caduceus.

Medicine bottles and scent bottles seem suited for containing such symbols. In mine, I drilled a small hole in the center of the base to accept a small styrene rod or the necked-down end of a wooden staff. For the former, a close fitting styrene tube is used for the staff, cemented onto the rod.

The entwined snake(s) required some experimenting. One that seemed best involved using rotary tools to make a die in hard plastic, coating the die with vaseline and then smoothing silicone caulking into the die. The silicone can be painted while still a bit sticky. If you wait until the silicone is dry, the paint will flake off.

When the silicone has dried, it can be peeled from the mold and trimmed (using curved nail scissors). The flexible snake(s) can then be adhered to the staff with bits of silicone glue or caulking- before inserting into the bottle, if the bottle neck size permits. It is best to leave gluing of the snake(s) head(s) until after they are in the bottle.

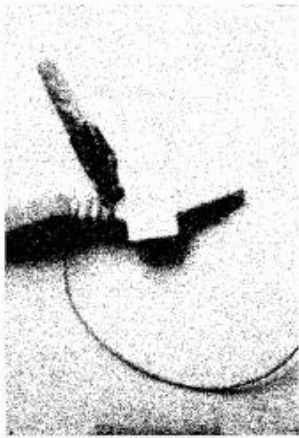
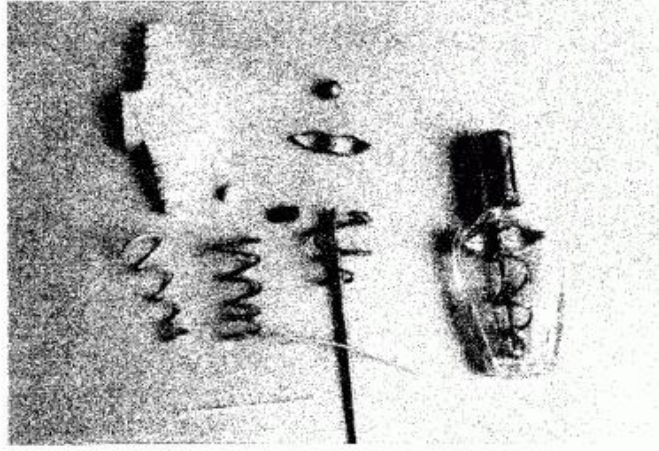
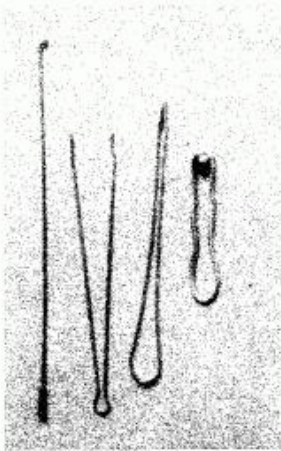
Due to the controversy over the symbols, it behooves one to first check which is favored by the intended recipient.

C.A. Hand



13.

Medical Staffs Inside Caraffes - by C.A. Hand



14.

Now and Then...



Don Hubbard. No he doesn't really have heart problems. Just seeking free wine. Same Civil War costume both photos except Don says in the NOW photo it's unbuttoned and unzipped. Now photo age 80 -2006. THEN photo age 13 - 1939.

Tom Smith - NOW photo - age "39" for the 37th year. Tom's THEN photo was taken in the late 40's "back in the hood" in Boston during his high school years. Tom's wife didn't think he'd send this photo in, so she dared him.



Terry Butler - NOW photo age 53 - taken after lasik eye surgery and finally getting rid of the glasses! THEN photo taken at about age 3 probably - in the backyard of her Midland, Michigan home. Note the ringlets. Must have been a good hair day because usually it was a curly MESS.

Ralph Preston - Our perpetual 37 year old. NOW photo - age 37. THEN photo - maybe REALLY 37.



Have NOW and THEN photos to share? E-mail to: ashiplady@earthlink.net or snail mail to: Terry Butler, 145 W. Wanola Ave., Kingport, TN 37660.

60 SECOND LIFE STORIES

Tom Smith -

Canton, Georgia



Born in Boston, MA in 1931. Starting building ship and plane models in grade school. After graduating from college, spent 4 years on active duty in the Navy (1953 - 1957). About half that time aboard an escort aircraft carrier (USS Mindoro CVE-120) which was part of an ASW group. When RAD, spent the next 45+ years in sales/marketing of electronic components to original equipment manufacturers. During that time I lived in 6 states. Moved to AL in 1971, to GA in 1987. Retired in 1998, and started building SIBs. I "unretire" every couple of years, usually to work in photography related fields, for a year or so. Presently working as a Photo Lab Technician. In our extended family, my wife, Jackie, and I have 8 children (lost a son in 2006), 15 grandchildren, and 3 great-grandchildren. Keeping track of birthdays, graduations, etc. is a full-time job. Hobbies: Photography, military history, SIBs, and surfing the Internet.

Born in New Jersey 40 minutes drive from Manhattan in 1965. Most of my summers were spent with my mother's parents in Bricktown, NJ. My love of the water came from my Grandfather, the creativity was instilled by my Grandmother (maiden name De Medici) and encouraged by both of my parents. Plastic models abounded at our house. I caught the Titanic bug at age 10 and my love for liners blossomed from there. Diagnosed as a free spirit by the family in my mid teens I painted many towns and cities red prior to entering the US Army at the age of 21. I spent two of my four years service time in Germany, entitling me to see much of Europe. Through the University of Maryland overseas I earned my 2 year associates in mechanical drafting. At 24 I had a rebirth in spirit and lifestyle which helped me to rediscover my creativity. I settled down in Savannah, GA, a beautiful and historic city of the South. Building houses and painting ships became my new loves. I have been re-creating the lives of US Passenger Liners from the SS Savannah of 1819 up until the MS Pride of America of 2006. My wife Cyndie and I married when I was 28. We created an instant family of 5 and twins came in 1996 bringing the total of our household to 7 individuals. In 2002 I started a welding business part-time which

has over taken all other business ventures I have been involved in. My first project with ships in a bottle will be the SS America at 7 1/2 inches in length. My life's goal will be to have written a 6 volume book on the subject of US flagged passenger vessels from the SS Savannah of 1819 all the way to the two new vessels of the American Hawaii Cruises which one now sail for NCL America as the *Pride of America*. I am currently researching and drawing plans of US Flagged passenger ships to fill the pages of these books. I also use the plans to build scale models out of card paper in the scale of 1/900 of which I intend to start putting into bottles. My 1/600 scale fleet of sailing ships, liners and warships is comprised of 32 vessels. Looking forward to corresponding with fellow model builders. I also want to thank Terry for allowing me to expand my brain a little more by asking me to do some drawings for your publication. Hope you enjoy.

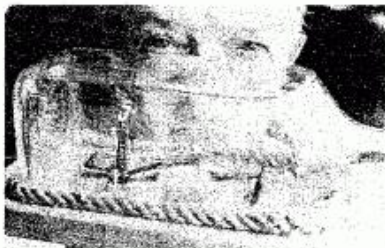
Russ Parmerter - **Savannah, Georgia**



Hopefully we can add more 60 second life stories in future issues. Send **YOUR SHORT** bio and a photo by snail mail or email to:

TERRY BUTLER
145 W. WANOLA AVENUE
KINGSPORT, TN 37660
ashiplady@earthlink.net
PHONE: (423)245-7063

Adam Mello -
Treasurer SIBAA
Napa, California



Adam Mello is into ship modeling because of his interest in the history of Nautical Life and the fishing industry. He is from a sea faring family. His nephews were whalers in the Azores Island up to the 1970's. His father was a whaler and quit about 1910 in San Francisco. His father then built two smaller fishing vessels which Adam had some part with even at the young age of 4 or 5. He and his brothers were constantly maintaining the boats and it's equipment. Adam quit fishing in the late 50's. He's had a wide variety of jobs including work for the Army and Air Force. During this time his memories of the sea took him to carve out the fishing vessels he'd fished off in past years. He started in plastic and then turned to wood. His main interest is sailor built models. (No store purchased or UPS deliveries on board ship.) He uses whatever he can as recyclable material. His collection includes two five-foot scenes of fishing boat docks. Each dock has a different building from different eras of the dock construction. His collection includes one with snow, another summer time. One scene shows the harpooning of a swordfish. There is a cased model and one in a bottle - a scalloper. There is a fishing boat unloading fish and other models. Adam is now the treasurer for the SIBAA.

Brian Frantz -Glenside, PA
SIBAA Webmaster

I grew up near Philadelphia, PA. After 4 yrs. at Rensselaer Polytechnic Institute in Troy, NY, I was commissioned as an Ensign in the Navy through ROTC. After 4 yrs. I got out and pursued a career in software development. After meeting my wife in Florida, we moved back to PA where we now live with our 3 children. I first started building SIBs through John Fox III's articles on his web site (HIGHLY recommended for beginners). When not working, I am a youth basketball and baseball coach, I work around the house and I cheer for the PA sports teams. Between work and kids I haven't built any ships in years, but I continue on as the SIBAA webmaster, looking forward to the day when I can get some time to build again and teach the kids too. The picture is of my oldest and I a few yrs. ago on the USS Drum (submarine) in Mobile Alabama.



I want my bottle back! There is still a deposit on it.

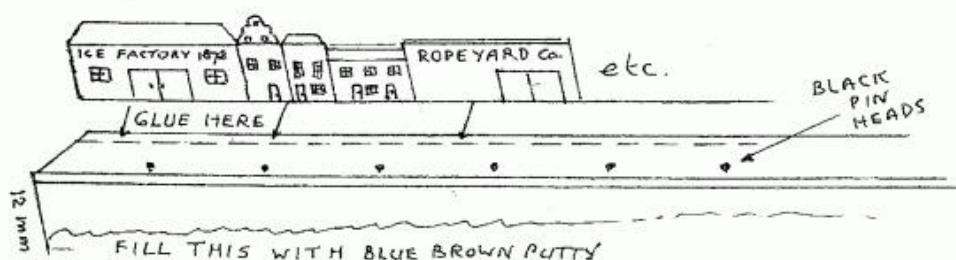
17.

THE SCENERY.

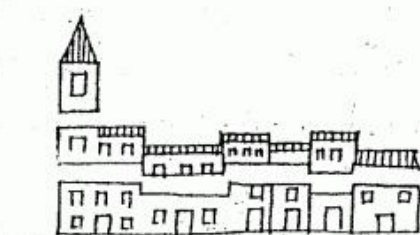
From the early beginning that I started to build SIB's, I always inserted a few houses, a church, a lighthouse and some seagulls in the bottle. When a ship is lying in the harbour alongside the quay, you can make a beautiful harbourscenery with smoke-houses, shipyards, ropeyards etc., depending on what kind of ship you make. Put a few masts and spars on the quay, some small coils of rope and the quay looks alive.

One of the most simple backgrounds that I made, were the buildings on the quay. The quay was made of two pieces of wood glued together and illustrated as in the figure below. Then I made a row of houses in one piece. You can use your own imagination.

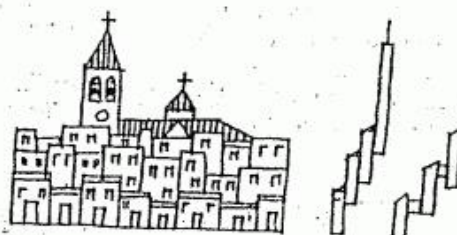
Another way of making a scenery I learned from an old salt here in the harbour of Scheveningen and I imitated him with success. Take a square bottle, select a suitable picture postcard and glue that card in the bottle. There are many tourist-shops on the shore where you can buy postcards with pictures taken from a ship. If you colour the sea as it is on the card, the coloured putty and the sea on the card will shade off into one another. I put the postcard into water for some time, so that I could roll it into a size that would easily pass through the bottleneck.



If you wish to build a town or a village in the background, then you can use the following method which is self-explanatory.



18.



B. DE JONGSTE



With this issue we welcome two new members to our ranks. Francis Neumann, of Chesterfield, Michigan, who claims no experience in building (Don sent him some pics of the techniques). And Eric J. Richter, of Dhahran, Saudi Arabia, who has completed one sib. kit. Welcome aboard and remember that this is your journal, it is about you, what you do and how you do it. We want and need your input, photo's of your work, hints, tips, articles. Don't be shy send them in.

Dear Ray,

Find attached a photograph of my most recent Ships in Bottles. With winters here a little on the cool side, recently had some minus 30 degree weather lasted a couple of weeks. Ship modeling has become very much of a winter pastime in my retirement years.

The photo enclosed shows a bark in a light bulb. This came about by chance when I accidentally hit the bulb with my shoulder and the metal end fell off. All that was left to do was to remove the filament and inner glass piece, build a ship to go inside and glue the metal end back on. It worked well. The other two are a sloop modeled after the 22 foot Dragen Class yachts of Olympic fame in the 20's, in a 3oz sample rum bottle, the other of the ocean going tug the "Zwartee Zee" sent to the scrap yard in 1963. Not sure what had been in this bottle.

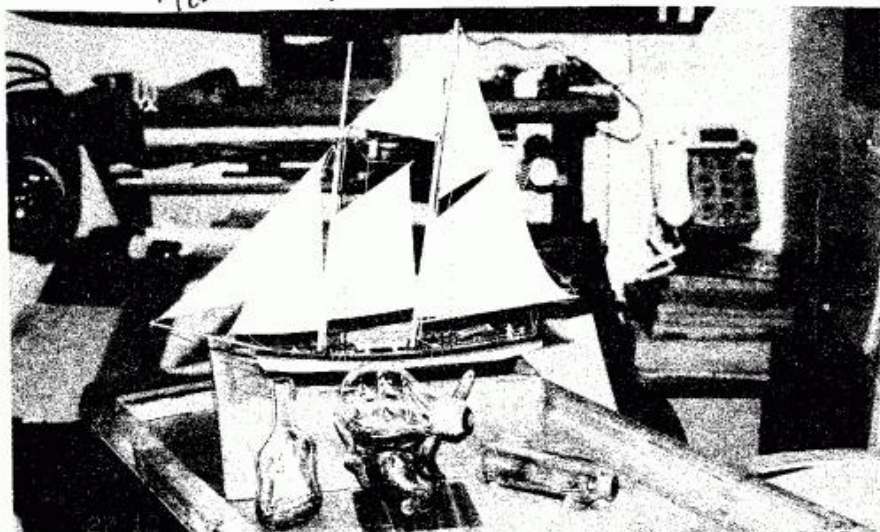
The Schooner "Stormy Weather" behind the Bottled ships is a kit at 125th scale. In the background, you can just see the propeller, a radio controlled scratch built model of the harbour tug "Despatch No 9" scaled at 1 to 20. 54 inches long.

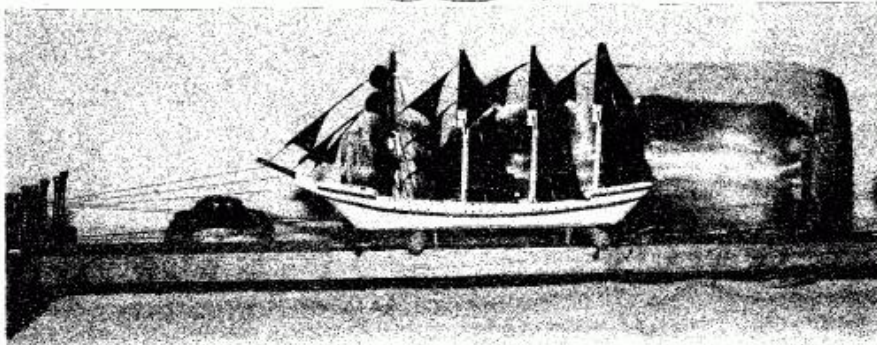
Have been at this now for about 15 years, winter months only. In Summer I sail a 25 foot CC on lake Winnipeg after ice has gone, we get about 5 good months of sailing weather.

Cheers,

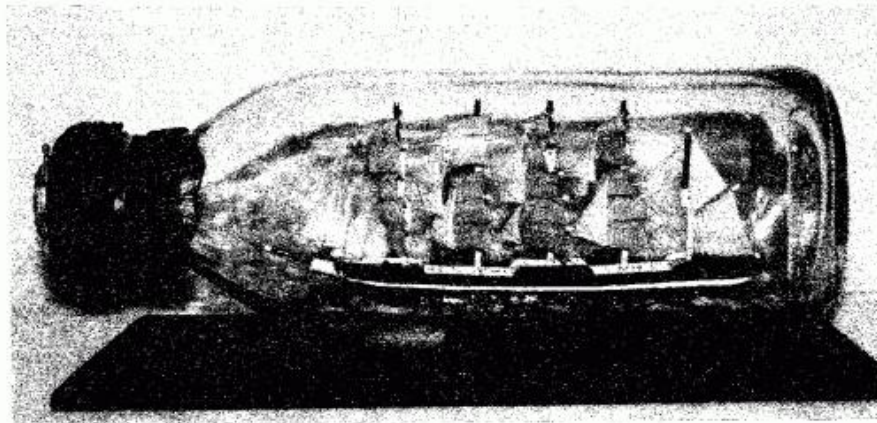
Martin Stroud, Canada.

Martin Stroud

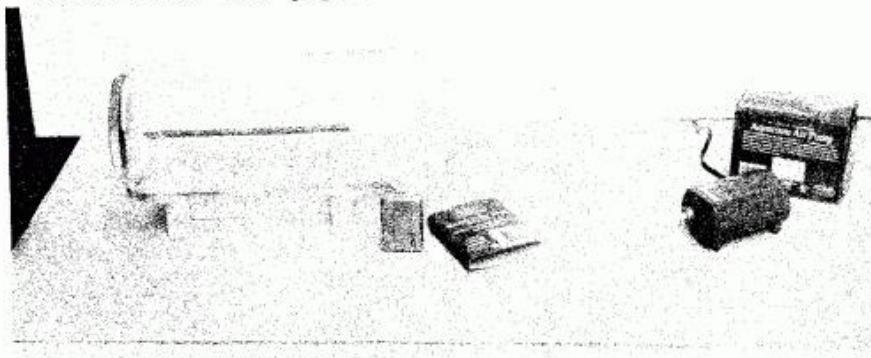




Above; Barquentine ready for bottle, by Ross Ewing .N.S.W. Australia.
Below; Barque, "Norfold" by Ross Ewing.

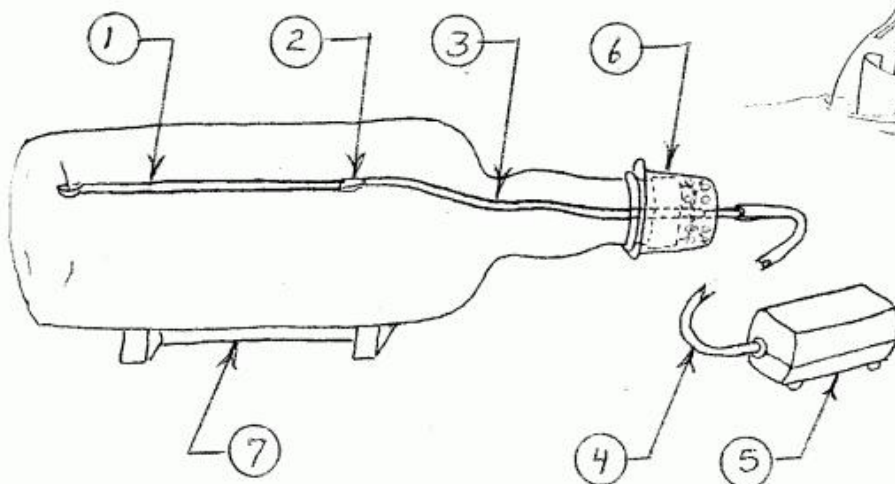


Below; Aquarium Air Pump to exhaust glue fumes from a bottle. C.Hand.
see details next page.



20.

Charles Hand.



AQUARIUM AIR PUMP EXHAUSTS GLUE FUMES FROM A GALLON VODKA BOTTLE

Modern glues emit fumes as they cure and those fumes can condense on the inside surfaces of the bottle. It seems prudent to exhaust such fumes rather than having to attempt to (re-) clean the inside of the bottle, which can be difficult. This scheme worked for a gallon vodka bottle and I hope will give you ideas for others. C. Hand

1. Plastic drinking straw with a spoon shape on one end.
2. Joint with a corrugated piece of a smaller drinking straw inside 1, wrapped with electrical tape onto Al. tube, 3.
3. 5/32" OD Al. tubing for a snug fit to the flex. tubing, 4, which is bent to facilitate avoid disturbing the model in the bottle. To bend, fill tubing with water, plugging both ends with tapered plugs (art brush handles) to prevent collapsing while being bent.
4. Clear, flexible tubing connects Al. tube, 3, to Air Pump
5. Wal-Mart, 3' x 2.44M, \$1.33.
5. Aquarium Air Pump, 5-15 gal/single outlet, 1200 cc/min., Wal-Mart \$6.99. Locate remote from bottle so as to avoid recycling fumes.
6. Plastic pudding cup snugly fits gal. bottle mouth. Use awl to punch exit holes for air and a snug hole for inserting Al. tube, 3.

7. Gal. vodka bottle on stand.

THE SIZE OF THIS GLASS BOTTLE IS BELOW.

INSIDE SIZE OF HEIGHT IS 11.0cm, OF WIDTH IS 6.5cm, OF LENGTH IS 19cm, AND THE SIZE OF THE NECK IS ϕ 2.4cm.

[NIKKA WHISKEY DOUBLE SIZE BOTTLE (1,440ml)]

21.

NOTES FROM THE MEMBERSHIP CHAIRMAN

by

Don Hubbard

Again, our thanks to our generous members who added a donation to their membership checks. **Russell Rowley, Seattle, WA; Alex Cuthbert, Syracuse, NY; Hugh Fyffe, Orangevale, CA; Bill Sheridan, Southington, CT; Al Campbell, Biloxi, MS; Robert J. Campbell, Peterborough, NH; Dr. George P. Hoskins, Burtonsville, MD; Donald Sample, Annapolis, MD; Herb Manley, Jr., Vernon-Rockville, CT; Bob Stetson, Marlboro, MA**

I had a wonderful letter from long-time member **Russell Rowley (Seattle, WA)**. Russell is both a builder and a collector and he said that 2006 was a capital collecting year. He added 21 new ships-in-bottles and 5 whimsies to his collection. Four of the whimsies are quite old and about



French Bark, Dated 1909



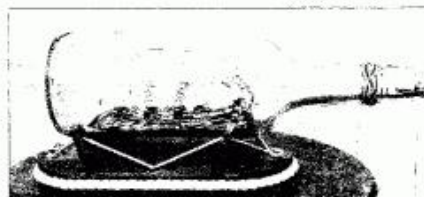
German Bark, Turn of the Century



5 masted American Bark, Turn of the century



German SIB, maybe as early as the 1920s



American Bark w/ makers name on bottom.

half the ships also. Many were outstanding works of art as well. One French model was signed and dated 1908. Above are a few of the examples that he sent.

From Bob de Jongste

Alongside we have two models by Bob de Jongste in Holland. Popeye is the work of a very clever guy with a great sense of humor.



American Bark on the rocks with torn sails. Bob de Jongste



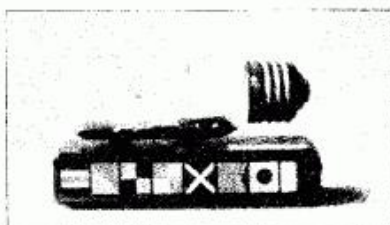
Popeye trying to escape by pulling the cork. Bob de Jongste

Al Campbell, Biloxi, MS

Al Campbell's letter of May 28th mentioned that he has been living in a FEMA trailer since Hurricane Katrina wiped out his original home so the last 18 months have been a builder's limbo for him (despite some roughed out hulls). The good news is that sometimes in late June or early July he will be moving into a new house that he has built. He'll be back building again after that long hiatus. Best Luck Al. One interesting thing he mentioned. While weaving his way to the **Maritime Museum in Lisbon, Portugal**, he came upon a brass plaque on a set of doors that displayed a seven masted schooner in a bottle. Anyone have a clue whose house it was?

Bill Weiser, Florence, OR

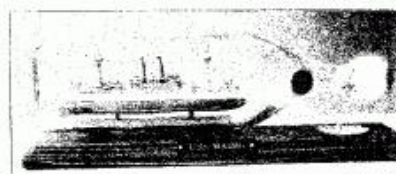
Bill is noted for his book describing the techniques for putting aircraft in bottles. This is not his only ability as you will see from the following photos. They are all classic examples of the bottlers art.



Columbia River Lightship. 1951-1979. Light powered by penlight battery in base



1928 McCormick Deering Farmall Regular Tractor



U.S.S. Maine, 1890-1898. Blown up in Havana Harbor



Bell HU-1 (Huey) Iroquois Helicopter
1956 - ?



McDonnell-Douglas F-4 Phantom II

Now it is easy to see that Bill is a wonderful builder and you probably realize that his book would offer some unique and important insights into our art form. You are right. If you wish to order the book, please contact Bill at P.O. Box 2694, Florence, OR 97439

See you in the next issue of our ever improving newsletter. *Don* Hubbard



NOW HEAR THIS!

Our volunteer archivist Bob Little of Port Hueneme, California has done an astonishing and valuable thing.

AVAILABLE NOW: the first 80 issues of *Bottle Shipwright* completely archived on a self-loading compact disk. This includes all back issues from 1983 through 2002. Any page of any issue can be selected and viewed, and the comprehensive index lets you pick the subject, whether plans, instruction, new techniques and materials, or general reference information.

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The disk, in a durable case, is available to members of the Ships-In-Bottles Association of America for \$40.00 which includes shipping. Non-members can obtain the disk for \$65.00 which includes one year membership in the Association.



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THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA

The Ships-In-Bottles Association of America (S.I.B.A.A.) is one of several affiliated ships-in-bottles associations throughout the world. All share the common goals of promoting the traditional nautical art of building ships-in-bottles through the exchange of ideas, and the hope of advancing the cause of international good will by sharing mutual interests.

While our title indicates that we are an American organization, we have members as far afield as New Zealand, Australia, India, Japan, many European countries, as well as throughout the U.S. and Canada.

Our Journal, *THE BOTTLE SHIPWRIGHT*, is published quarterly and introduces ideas of ship-bottling submitted by our diverse and talented membership. The Journal also contains news of our bi-annual conferences in various parts of the country, competitions and exhibits, articles about bottling ships, photos of member's works, modeling plans and other material related to the art. As a result of the Association many members correspond with one another throughout the world and many new and close friendships have been formed.

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Full name: _____ Date: _____
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 Please briefly indicate your interest and experience with bottled ships:

We would like to invite you to join us.
 Current dues are \$25.00 in U.S. currency,
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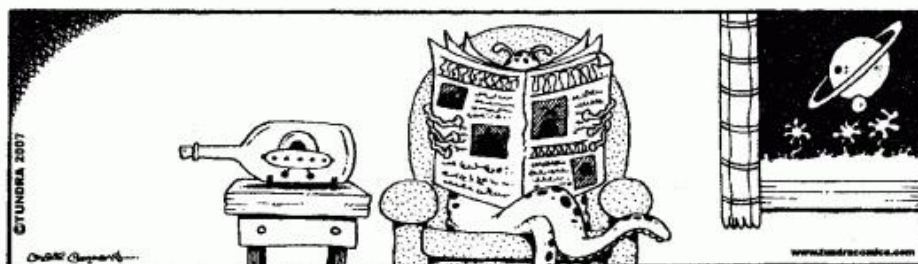
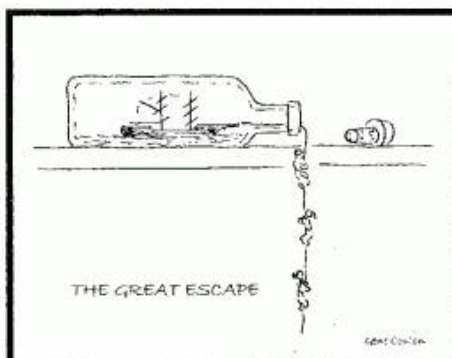




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